

## **EXHIBIT 25**

Juanita Broennimann  
Provence, Tiffany N v. United States of America, et al

June 16, 2022

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1 VIRGINIA:

2 IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF

3 SOUTH CAROLINA OF CHARLESTON DIVISION

4 IN ADMIRALTY

5 \*\*\*\*\*

6 TIFFANY N. PROVENCE, as the )

Personal Representative of )

7 the Estate of Juan Antonio )

Villalobos Hernandez, ) Case No.

8 ) 2:21-cv-965-RMG

Plaintiff, )

9 -vs- )

10 )

UNITED STATES OF AMERICA, )

11 CROWLEY MARITIME CORPORATION, )

CROWLEY GOVERNMENT SERVICES, )

12 INC., )

DETYENS SHIPYARDS, INC., and )

13 HIGHTRACK STAFFING, INC. )

d/b/a )

14 HITRAK STAFFING, INC. )

Defendant. )

15 \*\*\*\*\*

16 DEPOSITION OF

17 THE UNITED STATES

18 BY AND THROUGH ITS CORPORATE DESIGNEE,

19 JUANITA BROENNIMANN

20 9:00 a.m. to 2:00 p.m.

21 June 16, 2022

22 Via ZOOM

23 Job No. 38889

24 REPORTED BY: Dawn Testa

1 But what I'm really trying to figure out,  
2 Miss Broennimann, is if, prior to April 3, 2019, you had  
3 some -- were aware of the Military Sea Lift Command  
4 raising concerns with Detyens Shipyard about its safety  
5 record.

6 A We raised concerns all the time, with every  
7 shipyard. A shipyard is an inherently risky situation,  
8 because it's an industrial situation. So we raise  
9 safety concerns all the time as we see them.

10 Q Okay. But, specifically, my question is  
11 about Detyens, not shipyards generally, but Detyens.  
12 Did you all raise safety concerns with Detyens Shipyard  
13 prior to April 3, 2019?

14 A I was aware of them, yes.

15 Q And were you involved in that process at all,  
16 or not really?

17 A I'm not sure what you mean by "involved."

18 Q Well, like if somebody documents a safety  
19 concern -- and we'll get to some of them. Exhibit  
20 Number 2 is a stack of them.

21 If a safety concern is documented and written  
22 up and provided to Detyens Shipyard, would you be  
23 involved in that process, or would somebody else in the  
24 Military Sea Lift Command be involved in that?

25 A I would be involved with it if were one of

1 the ships that I manage. I would be aware of it if were  
2 on one of the other ships, probably.

3 Q Okay. And what would your involvement be if  
4 it was on one of the ships that you managed, like the  
5 Lummus?

6 A I would interface with the contract officer.  
7 I would interface with the operating company to find out  
8 what they were doing with the shipyard to address the  
9 safety concerns.

10 I also have ships that are managed solely by  
11 the Government. So I would be working with the  
12 contracting officer in that situation.

13 Q Okay. And so you interface with the  
14 operating company if there was safety concerns.

15 In this case, was the operating company  
16 Crowley Government Services?

17 A Yes, it was.

18 Q So is it true and accurate to say that, if  
19 there was a safety concern on any ship that you oversaw  
20 for the Military Sea Lift Command, that would have been  
21 communicated -- that concern would have been  
22 communicated through you or someone under your  
23 supervision to Crowley Government Services?

24 A Crowley would communicate the concern to the  
25 Government. They are the ones managing the shipyard.

1 Q Okay. And, about how many shipyards on the  
2 east and gulf coast contained the Bobo class vessels?

3 A That are in operation right now?

4 Q Yes.

5 A Five.

6 Q So, how important do you consider Detyens as  
7 a resource for repair of these vessels?

8 A It's an important resource. Overall, there  
9 is not enough commercial ship repair to support both  
10 commercial industry, the maritime administration and  
11 Military Sea Lift Command. We're always struggling with  
12 what ship is going to be able to get into a yard in  
13 order to meet their regulatory requirements for dry  
14 docking. And Detyens is one of the few shipyards that  
15 can take more than one ship at a time.

16 Q So is it fair to say that MSC uses Detyens a  
17 lot?

18 A Yes.

19 Q And have you ever seen life boat davit arms  
20 rigged in this manner before?

21 A Yes. That's how I have customarily seen them  
22 rigged.

23 I can't say how it's been on every ship that  
24 I have seen davit work done on, but if I were to see it,  
25 I wouldn't take any particular notice of it, because